

be lightly regarded. But of course it could easily be surmounted by adding to the proposed Law a provision in the sense that all measures enacted by the Medical Association must receive the approval of the Central Sanitary Bureau and of the Department of Home Affairs.—*Japan Mail.*

STEAM LAUNCHES FOR MANILA.

No one entering Hongkong harbour can help but notice the number and superiority of the steam launches that ply here, and is not surprised to learn that a large and growing trade is done with other ports along the coast in these useful craft. Three have been purchased by Mr. Robinson for the American Government, and started for Manila, to-day. All were built and owned by Chinese in Hongkong. They have the contract to furnish them with coals and provisions. Their names are *Kar Shun*, *Lee Fat* and *Kuan Hing*. The last named is the largest, and is quite new. Capt. Walls being in charge. Her dimensions are 87 feet in length 14 ft. 7 inches beam with a draft of 8 feet, having a displacement of 100 tons; the others are slightly smaller. They are all fitted with Compound Condensing Engines and with 110 lbs. steam pressure can travel from 9 to 11 knots an hour. Captain Hately who has had the responsibility of getting them ready for the trip has done everything to make the voyage as secure as possible, having them all fitted with two masts with sails, whaleback decks both fore and aft, and carrying a very liberal allowance of both coal and provisions. They underwent their steam trials last Friday very satisfactorily, and Capt. Hately, who is going in the *Lee Fat*, is confident of their thorough sea-going capabilities. They will principally be employed, when they arrive at Manila, in the transport of troops along the coast and up the rivers, for the American Government.

ROYAL HONGKONG YACHT CLUB.

SIXTH CLUB RACE, 22ND JANUARY.

The wind was again light and variable when the boats started at 11:15 and 1:30, there being a dead calm on the line, with a strong flood tide, so strong that one or two boats dragged their anchors. The course was from the Police Pier, Kowloon, round Stonecutters (port) mark, boat off Chung Hui (port), North Fairway Buoy (port), Cosmopolitan Dock Buoy (starboard), 14 miles. The following boats started:—
"A" Class.—*Active*, *Maid Marian*, *Phoebe*, *Erica*, *Sybil*, *Chanticleer*, *Donito*.
"B" Class.—*Princess*, *Dart*, *Payne*, *Ladybird*.
Shortly before the 5 minutes gun the *Phoebe* drifted over to the wrong side of the line and in the almost entire absence of wind she did not regress for 19 minutes after the others. An east wind came down the coast just after the *A* Class started and continued all along the Kowloon shore, but outside the gunboats the wind was south, very light. The *Erica* kept close in to the shore and at the Oil Works had established a substantial lead. The *Chanticleer*, *Sybil*, *Maid Marian*, and *Active* were fairly close together; the *Donito* having struck a calm, was left behind at first, but got into the east wind and reached port the four until she struck another oil patch near the kerosine stores.

The south wind continued to be felt along the head of Stonecutters Island, and the *Chanticleer*, *Sybil*, and *Maid Marian* all closed up on *Erica*, the first of the three being within half-a-dozen lengths on clearing the Island, this distance being maintained right up to the mark boat off Chung Hui. Here the leading boats were about four minutes ahead of the *Maid Marian*, *Active*, and *Sybil*, which rounded close together. *Donito* had made a long tack near to Chung Hui shore, and was next boat round, then *Phoebe* and *Princess*, which had a long lead from the rest of her class, being favoured by a southerly breeze when passing Stonecutters. *Dart* was about a quarter-of-an-hour behind *Princess*, at this point with *Ladybird* and *Payne* following at five minute intervals. In the run down to the Fairway Buoy the *Maid Marian*, *Sybil*, and *Active* gained several minutes on *Erica* and *Chanticleer*, the wind getting much stronger from the west, and there was only about two minutes between the four leading boats, *Erica*, *Chanticleer*, *Maid Marian*, and *Sybil* at the Buoy. The wind was free on the port beam in the reach to the Cosmopolitan Dock Buoy and no changes took place, but in the last reach along the Kowloon shore *Maid Marian* went past *Chanticleer* into second place, and the line was crossed as follows at the finish:

A CLASS.	Total marks.
<i>Erica</i>	3 54 1st to marks 39
<i>Maid Marian</i>	4 20 2nd " 5
<i>Chanticleer</i>	4 53 3rd " 5
<i>Sybil</i>	6 27 " 14
<i>Active</i>	9 29 " 1
<i>Phoebe</i>	4 22 37 " 5
<i>Donito</i>	gave up.
<i>Meteor</i>	5

B CLASS.	Total marks.
<i>Princess</i>	4 21 1st to marks 23
<i>Dart</i>	4 36 2nd " 4
<i>Ladybird</i>	4 39 3rd " 10
<i>Payne</i>	4 45 4th " 10
<i>She</i>	1

The race for the R.E. Cup, sailed on Saturday, the 21st January, did not count, none of the boats crossing the line before the time limit at 5:30 p.m.

PREVENTION OF CONSUMPTION.

We learn from the home papers that a "National Association for the Prevention of Consumption and other forms of Tuberculosis" has been recently formed in London and held its first meeting at Marlborough House under the distinguished presidency of the Prince of Wales. A propaganda was inaugurated, under the sanction of the Marquis of Salisbury, the Earl of Rosebery, and some of the leading physicians of the land. Sir William Broadbent pointed out the enormity of the deaths from consumption, and ascribed it largely to the mistaken idea held in England that consumption is hereditary and incurable. People ridiculed the idea that it was contagious, but it had been proved that it was a fever, and propagated, not by inhaling the diseased person's breath, but by means of expectoration. Children of consumptive parents have a greater tendency to the complaint, but they now have hope in knowing that it is only a tendency and not the awful reality; and with due precautions can be effectually guarded against. The London partners of Messrs. Weather and Bell generously promised to build a sanatorium at an estimated cost of £20,000 where the fresh-air treatment, which has proved so successful on the continent, will be tried in England. The *Yorkshire Herald* points out that the great friend of all diseases is ignorance, especially of the laws of cleanliness and sanitation. We give the following extract from the *Birmingham Daily Gazette* hoping that the lesson contained therein will be applied by the Hongkong authorities not only to consumption, but to most of the dread scourges that yearly pay a visit to these shores. "There is hardly a home in our country over which the dark shadow of this awful disease has not rested. It was, perhaps, easier to bear with it as 'the will of God' than as the penalty of mere dirt and negligence. But, with knowledge of the source there comes power to combat, and we shall fervently hope to see every possible means taken to further the noble aims of those who have proclaimed a war of extermination upon the most deadly enemy of mankind."

NAVAL AND MILITARY NOTES.

(From Home Papers.)

THE "FIRST CHINESE."

Reuter's Agency learns that while the detailed arrangements in connection with the formation of a Chinese Regiment have not been finally decided upon, the following are the conditions which will probably be approved by the authorities. The regiment will be known as the "First Chinese Regiment." It will be about a thousand strong, and will be divided into eight or ten companies. The men will be collected from the Shanghai Province, within the ten mile British limit. It had been proposed that recruiting should also be made in Hong Kong; but this did not meet with general favour, in view of the admitted superiority of the northern Chinese. The terms of enlistment will be left in the hands of Colonel Hamilton Bower, Indian Staff Corps, commanding the regiment, who is now in China; and it is understood that the rate of pay offered will be somewhat higher than that of ordinary Chinese troops. The regiment will be for general service, and will be available wherever required, and not for Wei-hai-wei alone. Mauritius has been mentioned as one of the first destinations of the regiment outside China.

The eventual full staff will number some twenty officers. The term of service will be among the matters settled by Colonel Bower on the spot. A distinctive uniform, probably a modified form of that worn by Chinese troops, will be eventually adopted for both officers and men. For winter wear the officers will have a fur kit similar to that worn by Canadian troops. Colonel Bower will have as his second in command Major Bruce, West Riding Regiment. The Company Commanders already appointed each for a term of two years, renewable, are Captain W. M. Watson, 2nd West Riding Regiment; Captain A. A. S. Barnes, 2nd Yorkshire Regiment; Lieutenant W. H. Dent, 2nd Yorkshire Regiment; and Lieutenant Molyneux Montgomerie, 3rd Grenadier Guards.

NEW JAPANESE DESTROYERS.

The Japanese 30-knot t.b.d. destroyer *Sakuma* (*Hayabusa*) was successfully launched from the yard of Messrs. John I. Thornycroft and Co. of Chiswick, on 14th ult. She is the second of the six being constructed by Thornycrofts for the Japanese which has taken the water.

The *Isuzu*, the first of six t.b.d.'s building for the Japanese Navy by Messrs. Yarrow and Co., of Poplar, ran a preliminary trial on 15th ult. on the Moplin measured mile. The vessel is 220 ft. long and 20 ft. 6 in. in breadth, and is of the usual design built by this firm, excepting that she has the officers' accommodation amidships in place of being aft, as in English vessels of the class. Her machinery consists of two sets of four-cylinder triple expansion engines, with cylinders 20 in., 31 in., and 20 in. in diameter, with an 18 in. stroke. They are designed to develop 6600 h.p., but are capable of giving power up to about 7000 h.p. if needed. There are four boilers on the Yarrow straight-tube type, and as these are each capable of supplying steam for over 1500 h.p. they are of exceptional size; in fact they are the largest of the Yarrow type yet tried. The contract speed is 30 knots and the load to be carried is 35 tons. On the trial the full load and 78 per cent. of all the works on board. The mean speed on the measured mile was over 31 knots, the steam pressure averaging 185 lb. on both engines, the vacuum 25 in., and the revolutions averaging just over 400 per minute. The mean draught was 8 ft. 6 in. The armament consists of one 12 pounder gun, 4 in. gun mounted aft and five 6 pounder guns on the broadside. There are two swivelling torpedo tubes aft for 18 in. torpedoes, and there is stowage for six 18 in. torpedoes. The capacity is 95 tons.

The Japanese torpedo-boat destroyer *Murakumo*, and the others building for that Government, differs somewhat from our own vessels of this type. Chief perhaps is that the 12-pounder quick-firing gun is mounted aft instead of on the conning tower. What the reason is we are not aware of, but possibly the Japanese naval officers have some good answer to advance for the change. Another new feature is a chart-house on deck, a most convenient addition. It also serves the purpose of affording an excellent platform for the searchlight, which is thus enabled to be brought to bear directly ahead of the vessel, a feat not to be accomplished with the arrangement in our own destroyers. The crew are berthed at the ends of the vessel, forward and aft, the officers' accommodation being near the centre, aft of the machinery space, an improvement as far as the officers are concerned.

The Austro-Hungarian torpedo ram cruiser *Empress Elisabeth*, 4000 tons, is shortly to replace the corvette *Freundsberg* in Chinese waters.

St. Petersburg advises that it is proposed to re-raise the great dock at Port Arthur in order that the vessels of the Russian Squadron may be repaired there instead of at Vladivostok.

Previous to his departure from Odessa for St. Petersburg, the Minister of Marine, Vice-Admiral Tiroff, made a protracted and close inspection of the Volunteer Fleet vessels at present in that port. It is understood that the object of the inspection was to ascertain how, and at what short notice, the Volunteer Fleet steamers could be converted into armed fast cruisers in case of need, for active service in the Far East.

An absurd rumour to the effect that in consequence of a slight delay in payment of the war indemnity by China to Japan that the latter Power had not been able to make her payments for men-of-war and that Russia had chipped in and secured them seems almost too ridiculous to need refutation. The correspondent got his information at the Marine Ministry in Paris, where he says it is hoped and believed that this will place Japan at a disadvantage in regard to the greatly inferior *Amoy*. It must be less also the relative superiority of Great Britain. The correspondent naively concludes—"I cannot think they are misinformed at the Marine Department!"

The cruisers *Andromeda* and *Argonaut* have now completed their trials, and have given uniformly successful results. It is interesting to note that the coal consumption on the full-power trial of the former vessel was exactly the same as that of her sister-ship, the *Diadem*, under similar circumstances—that is, 176 lb. per unit per hour. The contract speed of the *Argonaut* was considerably exceeded on her full-power trial, the mean speed on the eight-hour run being no less than 21.17 knots, while the coal consumption showed the extraordinary low figure of 16 lb. This result has never been surpassed in a ship of this size and horse-power at a full-power trial. Both these vessels are fitted with the Belleville boilers with economisers, and will be useful additions to the Navy. They have, unfortunately, two very serious defects—that is, they offer very large and quite unprotected targets to the shells of an enemy, and their gun-power is unduly weak for their displacement.

At the Riddale proving ground of Messrs. Sir W. G. Armstrong, Whitworth, and Co.

(Limited) a trial took place recently of a plate representing the armour of the Japanese battleship *Yashu*, now building for the Clyde by the Clyde Iron Works and Shipbuilding Company (Limited). The makers of the armour are Messrs. John Brown and Co. (Limited), of Sheffield, and the trial plate, 8 ft. by 8 ft. and 8 in. thick was cut from a partially finished belt plate selected by the Japanese authorities, from among those in course of manufacture. The attack consisted of three blows from 8 in. armour-piercing shot of 250 lb. weight, made for the Japanese Government by Messrs. Armstrong of the Wheel-Stirling process. The striking velocities of the three rounds were respectively 1859, 1964, and 2039 ft.-secs., and all the shots were smashed to pieces without indenting the plate beyond an estimated depth of 3 in. Except for a few very fine hair-cracks in the face, and the usual splintering of the surface round the point of impact, no other damage was apparent. On later examination the back was found intact except for three slight bulges, of which the most prominent did not exceed 13 in. in height.

An impressive farewell was given to Vice-Admiral Sir Henry F. Stephenson by the crew of the *Argyll*, his flagship, when he left Port mouth on 12th ult. for the purpose of proceeding to London to place his resignation of the Channel Squadron command in the hands of the Admiralty. Admiral Stephenson, who, it is reported, is in a very weak condition, from severe gastric trouble, has commanded the Channel Squadron since May, 1897. He was a midshipman on board the *Raleigh* when she was wrecked in the China Sea in April, 1857, and took part in the operations on the Canton River. He was also commander of the *Rattler* when she was wrecked in the Straits of La Perouse, Japan, in 1868.

THE WEST POINT BUILDING COMPANY, LIMITED.

The following is the tenth report of the General Agents to the ordinary meeting of shareholders to be held at the Company's offices, Victoria Buildings, at 11:45 a.m. on Thursday, the 26th January, 1899.

Gentlemen.—The General Agents now submit to you a Statement of the Affairs of the Company, and Balance Sheet for the year ending 31st December, 1898.

The Net Profits for the year, including the amount brought forward from the previous year, amount to \$7,499.94, and after writing off Directors' and Auditors' Fees it is proposed to pay a Dividend of \$125 per share, and to carry forward the Balance of \$7,854.95 to Credit of New Profit and Loss Account.

Directors. Messrs. C. S. Sharp and A. J. Raymond retire by rotation, but offer themselves for re-election.

AUDIT. The Accounts have been audited by Mr. Fullerton Henderson who now retires but offers himself for re-election.

A. SHELTON HOOPER, Secretary to the Hongkong Land Investment and Agency Company, Ltd., General Agents for the West Point Building Co., Limited.

Hongkong, 16th January, 1899.

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

The following is the tenth report of the Board of Directors to the ordinary meeting of shareholders to be held at the Company's offices, Victoria Buildings, at noon, on Thursday, the 26th January, 1899.

Gentlemen.—The Directors have now to submit to you a General Statement of the Affairs of the Company, and Balance Sheet for the year ending 31st December, 1898.

The Net Profits for the year, including \$37,856.26 balance brought forward from last account, after paying all charges, amount to \$38,854.93. From this amount an Interim Dividend of \$2 per share has already been paid and it is now proposed to pay a Final Dividend of \$3 per share, making a total Dividend of Ten per cent. per annum on the Paid-up Capital, and after writing off Directors' and Auditors' Fees, there remains a Balance of \$67,854.95 to be carried forward to the Credit of a new Profit and Loss Account.

Directors. Messrs. A. J. Raymond and A. Haupt now retire by rotation but offer themselves for re-election.

AUDITORS. The Accounts have been audited by Mr. F. Henderson and Mr. J. C. Peter (in place of Mr. A. Couits who resigned). Messrs. Henderson and Peter now retire but offer themselves for re-election.

J. J. BELL-IRVING, Chairman.

Hongkong, 12th January, 1899.

THE HONGKONG, CANTON AND MACAO STEAM-BOAT COMPANY, LIMITED.

The following is the report of the Board of Directors to the ordinary half-yearly meeting of shareholders to be held at the office of the Company, on Monday, the 30th January, 1899, at noon.

The Directors beg to submit to the Shareholders the Report and Statement of Accounts for the half-year ending 31st December last.

After paying running expenses, salaries, premia of insurance, repairs and all other outgoings, there remains, including \$35,165.16 brought forward from last account, the sum of \$17,424.74 credit of Profit and Loss Account. From this amount the Directors recommend that a dividend for the half-year of 8 per cent. on Capital, or \$96,000, be paid to Shareholders, and that 5 per cent. or \$45,125.50 be written off the book value of steamers and launches, leaving a balance of \$7,939.97 to be carried forward to New Account.

The steamers' earnings compare favourably with those of the corresponding six months of 1897, the net result showing an improvement of about \$31,000 half-year under review the *Pow-an* and *Hungshan* have undergone the usual annual docking and Government survey. The Machinery and Boilers of the *Hungshan* have been thoroughly overhauled, and the steamers are now all in good running order.

On the 11th September, while coming to the wharf, the *Patsan* collided with the *Praya* wall breaking and twisting her stem. The Company's proportion of loss, consequent upon this accident, amounting to \$3,021.31, is provided for in the accounts now presented, as also is the loss sustained through the *Pow-an's* collision in January last, which amounts to \$1,904.87.

Arrangements for the construction of a new Pier of iron and steel, opposite the site of the Company's old wharf are now in progress.

The properties mortgaged to the Company have been revalued by Messrs. Palmer & Turner, whose valuations show them to be ample security for the sums advanced.

The retiring Auditors, Messrs. A. O'D. Gaudin and F. Henderson, offer themselves for re-election.

E. R. BELLIOS, Chairman.

Hongkong, 21st January, 1899.

THE "CITY OF PEKING" IN COLLISION.

The *City of Peking*, which arrived here yesterday, had a collision on the night of Sunday, the 15th inst., in the Kii Channel on her way to Kobe, being run into by a Japanese man-of-war. Just before dinner, the passengers were alarmed by a tremendous crash, and in a few moments it was found that the vessel had been struck on the port side by a man-of-war, afterwards discovered to be Japanese, about 40 feet of the rails and one of the boats being carried away. It was feared that the steamer had sustained serious damage. The most miseworthy coolness was, however, preserved by all, and particularly by the ladies. Orders were given for the boats to be swung out and life-belts were served out, but, on examination, it was discovered that, fortunately, the damage was not so serious as had been feared and that the steamer could proceed safely to Kobe, where she arrived about midnight. The man-of-war, without stopping to enquire what damage she had caused, went on her way.

On arrival at Shanghai an address was presented to Captain Smith by the passengers, Mr. F. A. Blake, a brother of Sir Henry Blake, acting as spokesman.

NOTANDA.

CALENDAR.

Meteorological means based on ten years' observations to 1897.

Barometer.....	29.818
Thermometer.....	80.1
Humidity.....	77
Rainfall.....	8.58

TO-DAY.

WEATHER REPORT.

Barometer.....	On date at 10 a.m.	On date at 4 p.m.
Thermometer.....	30.28	30.18
Humidity.....	59	61
Rainfall.....	43	33

TO-MORROW.

Tuesday, 24th January, 1899.

Chinese—13th of 12th moon of 25th year of Kwang-si.

High water—Morning.....	6hr. 52min.
Afternoon.....	7hr. 31min.
Low water—Morning.....	2hr. 57min.
Afternoon.....	6hr. 29min.

ANNIVERSARIES.

1601—Mathews—Recd., the Jesuit missionary, entered Peking.

1870—U.S. corvette *Albatross* lost through collision with P. & O. steamer *Bombay* near Yokohama.

TO-MORROW.

Wednesday, 25th January, 1899.

Chinese—14th of 12th moon of 25th year of Kwang-si.

High water—Morning.....	10hr. 13min.
Afternoon.....	5hr. 39min.
Low water—Morning.....	2hr. 57min.
Afternoon.....	7hr. 10min.

ANNIVERSARIES.

1835—St. Paul's Church at Macao burnt.

1858—Marriage of the Princess Royal of England and Prince Frederick William of Prussia.

1881—Great fire at Tokyo: 10,000 houses destroyed and many lives lost.

1891—Murder of Mr. and Mrs. Wm. Keeble by pirates on the frontier of Tonkin.

1896—Fire at 205, Queen's Road West: 3 lives lost.

1897—Great fire in Saigon: \$1,000,000 damage.

SHIPPING AND MAIL NEWS.

MAILS DUE.

American (<i>Gladie</i>) 26th inst.
French (<i>Sydney</i>) 28th inst.
Australian (<i>Chingtu</i>) 29th inst.
American (<i>China</i>) 5th prox.
Tacoma (<i>Victoria</i>) 5th prox.
American (<i>Doris</i>) 14th prox.

HONGKONG AND WHAMPOA DOCK RETURNS.

<i>Isidoro Pons</i>	at Kowloon Dock
<i>H.I.G.M.S. Kaiser</i>	"
<i>H.I.G.M.S. K. Aya</i>	"
<i>Athenian</i>	"
<i>Isle de Cuba</i>	"
<i>Isle de Luzon</i>	"
<i>Isle de Malakka</i>	"
<i>Isle de Sumatra</i>	"
<i>Isle de Java</i>	"
<i>Isle de Celebes</i>	"
<i>Isle de Moluccas</i>	"
<i>Isle de Sulu</i>	"
<i>Isle de Mindanao</i>	"
<i>Isle de Palawan</i>	"
<i>Isle de Borneo</i>	"
<i>Isle de Sumatra</i>	"
<i>Isle de Java</i>	"
<i>Isle de Celebes</i>	"
<i>Isle de Moluccas</i>	"
<i>Isle de Sulu</i>	"
<i>Isle de Mindanao</i>	"
<i>Isle de Palawan</i>	"
<i>Isle de Borneo</i>	"

ARRIVALS.

Jan. 20 <i>Pahol</i>	Moji.....	B. & S.
20 <i>Wenchow</i>	Chefoo.....	B. & S.
20 <i>Bellin</i>	Amoy.....	B. & S.
20 <i>Formosa</i>	Amoy.....	J. M. & Co.
20 <i>Siam</i>	Hongkong.....	B. & S.
20 <i>Tai Chow</i>	Hongkong.....	J. M. & Co.
21 <i>Haitan</i>	Hongkong.....	J. M. & Co.
21 <i>Loosok</i>	Bangkok.....	B. & S.
21 <i>Siam</i>	Singapore.....	B. & S.
21 <i>Tientsin</i>	Shanghai.....	B. & S.
22 <i>Hsinchi</i>	Amoy & S. Hai.....	C.M.S.N. Co.
22 <i>Choyang</i>	Hongkong.....	J. M. & Co.
21 <i>Taiwan</i>	Shanghai.....	B. & S.

DEPARTURES.

Jan. 20 <i>Hellerophon</i>	Sapore.....	B. & S.
20 <i>Formosa</i>	Hongkong.....	J. M. & Co.
21 <i>Tai Chow</i>	Amoy.....	B. & S.
21 <i>Haitan</i>	Hongkong.....	J. M. & Co.
21 <i>Loosok</i>	Bangkok.....	B. & S.
21 <i>Siam</i>	Singapore.....	B. & S.
21 <i>Tientsin</i>	Shanghai.....	B. & S.
22 <i>Hsinchi</i>	Amoy & S. Hai.....	C.M.S.N. Co.
22 <i>Choyang</i>	Hongkong.....	J. M. & Co.
21 <i>Taiwan</i>	Shanghai.....	B. & S.

IN PORT—Pahol, Wenchow, Worang, Taiwan.

PASSED THE CANAL.

Outward—Dec. 30th *Glenelg*, *Elrickdale*; Dec. 23rd *Warrington* Hull; Dec. 30th *Antenor*, *Baynton*, *Savola*; Jan. 3rd *Tristie*, *Servia*; Jan. 6th *Glenagray*, *Sleat*, *Norley*; Jan. 10th *Menelaus*, *St. Andrew*, *Edou*; Jan. 13th *Lia*, *Haiching*, *Hansa*, *Huron*; Jan. 17th *Benlarig*, *Forinosa*, *Moyuna*, *Suevia*, *Sachsen*; Jan. 20th *Caledonia*, *Konigsberg*.

Homeward—Jan. 17th *Orestes*; Jan. 20th *Glenelg*, *Kaisow*, *Braemar*.

CONSUMPTION, Wasting Diseases, and General Debility. Doctors disagree as to the relative value of Cod Liver Oil and Hypophosphites; the one supplying strength and flesh, the others giving nerve power and acting as a tonic to the digestion and entire system. But in Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites the two are combined

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
WAKASA MARU	YOKOHAMA (DIRECT)	THURSDAY, 26th January, at 4 P.M.
J. B. Macmillan	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 27th January, at 4 P.M.
TOKIO MARU	SEATTLE, (WASH., U.S.A.) VIA KOBE, YOKOHAMA & VICTORIA, B.C.	MONDAY, 30th January, at 4 P.M.
KINSHU MARU	MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.	THURSDAY, 2nd February, at 4 P.M.
KAMAKURA MARU	NAGASAKI, MOJI, KOBE and YOKOHAMA	TUESDAY, 7th February, at 4 P.M.
N. Trennt		
FUTAMI MARU		

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 23rd January, 1899.

Dr. KNORR'S ANTIPYRINE

"LION BRAND"
In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.
FEVER, RHEUMATISM AND NEURALGIC AFFECTIONS.
NERVOUS AFFECTIONS.

ARGONIN

(Registered Trade Mark.)
SOLUBLE CASEIN-SILVER PREPARATION.
Used in Gonorrhoea in 1 to 2 per cent. solution possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.
It is requested that the directions on the boxes for making solutions shall be implicitly followed.

CHINA EXPORT, IMPORT & BANK CO.,

SOLE AGENTS FOR CHINA.

BEWARE OF SPURIOUS IMITATIONS!

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DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.
Sole Agents in the East for the celebrated CLEMENT, HUMBER and GLADIATOR CO., Ltd., DUNLOP TYRES'S BICYCLES—PRICE, \$185.
A special reliable Watch made for this Climate.
Quality A.....\$16
Quality B.....\$12
11, QUEEN'S ROAD CENTRAL,
Opposite the Telegraph Office

KUHNS & KOMOR,

JAPANESE FINE ART CURIOS,
21 & 23, QUEEN'S ROAD, HONGKONG,
35, WATER STREET, YOKOHAMA
and
36, DIVISION STREET, KOBE.
Hongkong, 15th March, 1898.

WATERING APPARATUS

Non-freezing and Ordinary Hydrants and Street Washers,
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Gun-Metals, Copper, and Cast-Iron Cocks and Valves.

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PARIS.
Hydrographic and Passage Apparatus supplied to the Vichy Co.
Vapor Baths (Berthe system).
Apply to—
DODWELL, GARRARD & CO., Agents for M. GUESNIER & CO., PARIS.

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR KOBE.

THE Company's Steamship

"CHINGTU."

Captain Moore, will be despatched as above on TUESDAY, the 31st instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 21st January, 1899. [101a]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRANI."

Captain Trotter, will be despatched as above on or about the 20th February.

For Freight, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 6th January, 1899. [25a]

FOR NEW YORK (DIRECT).

THE Steamship

"KENMORE."

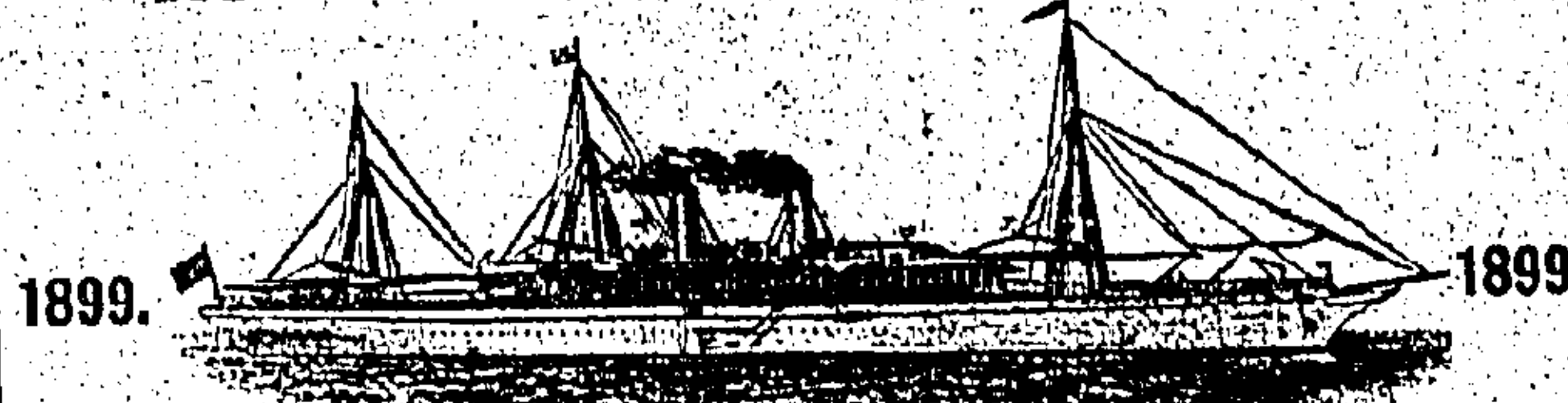
Captain Ellis, will be despatched for the above Port on or about the end of February.

For Freight, apply to CARLOWITZ & Co., Agents.

Hongkong, 12th January, 1899. [10a]

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



1899. SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. D. P. Marshall, R.N.R...WEDNESDAY, 15th Feb., 1899.
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 15th Mar., 1899.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 5th April, 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 16th January, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 7th Feb., at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 4th March, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 30th March, at Noon.

THE Steamship

"HONGKONG MARU."

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, ON TUESDAY, the 7th February,

at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

* Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

* Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 16th December, 1898. [1310]

EYE-SIGHT.

Mr. N. LAZARUS, Oculist-Optician, of London and Calcutta, may be consulted for SPECTACLES at FLETCHER & Co.'s PHARMACY, (Opposite the HONGKONG HOTEL).

Business Hours: 9 a.m. to 5 p.m.

A great proportion of catarrhs and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes—the many years of "Eye-Strain" ending in serious forms of disease. Glasses specially adapted in youth to those requiring them save and preserve the sight.

Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES only after testing the sight.

ADVICE FREE.

Hongkong, 19th January, 1899. [97a]

Mails.

NORTH GERMAN LLOYD.

(Freight Service.)

(Taking Cargo at through rates to AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

HAMBURG-AMERICA LINE.

(East Asiatic Service.)

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight.
D. RICKMERS	HAVRE, HAMBURG/BREMEN (LONDON with transshipment in HAMBURG)	6th February	Freight and Passage.
SARNA	HAVRE, HAMBURG/BREMEN (LONDON with transshipment in HAMBURG)	About 15th February	Freight and Passage.
SILESIA	HAVRE, HAMBURG/BREMEN (LONDON with transshipment in HAMBURG)	About 10th March	Freight and Passage.
SUEVIA	HAVRE, HAMBURG/BREMEN (LONDON with transshipment in HAMBURG)	About 20th March	Freight.
WITTENBERG	HAVRE, HAMBURG/BREMEN (LONDON with transshipment in HAMBURG)	About 31st March	Freight.
Madsen			

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.
Calling at NAPLES for Passengers only, if sufficient inducement offers.
For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON-TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan Ports and HONOLULU, THE UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Carlisle City 3,002 1 Jan. 25
Carmarthen Fire 2,929 1 Feb. 14

* At NOON.

THE Steamship

"CARLISLE CITY" will be despatched for SAN DIEGO VIA NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, TO-MORROW, the 25th instant, at NOON.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan, 21st January, 1899. [1330]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 26th Jan., at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 16th Feb., at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 14th March, at Noon.

THE U.S. Mail Steamship

"CITY OF PEKING."

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, ON THURSDAY, the 26th instant, at Noon,

taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

* Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 23rd January, 1899.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

Preussen... Wednesday 1st Feb.

Sachsen... Wednesday 1st March

Bayern... Wednesday 29th March

Prinz Heinrich... Wednesday 26th April

Preussen... Wednesday 24th May

ON WEDNESDAY, the 1st day of February, 1899, at 9 A.M., the Company's Steamship "PREUSSEN," Captain C. Heintze, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 30th instant. Cargo and Special will be received on board until 5 P.M. on TUESDAY, the 31st instant, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 31st instant. Contents of Packages are required. No Parcel Receipts should be signed for less than 50 lbs. and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

For further Particulars apply to MELCHERS & Co., Agents.

Hongkong, 6th January, 1899. [27a]

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